



WHITE GOODS SALE

OF UNUSUAL INTEREST

Is Now Going on in Full Swing at
E. LEWIS & SON, The Under-
selling Store.

We are continuing this sale a short while
longer for the benefit of our numerous
customers.

In addition with our White Goods Sale we have marked down our entire
stock for the next 10 Days. Our stock is complete with all the New Spring
Goods and it is UP TO YOU to take advantage of our UNDERSELLING
PRICES.

**Sample Shoes ! We have about Five Hundred
pairs of SAMPLE SHOES !**

for Men, Women and Children, in low quarters and high shoes, which we
have marked down to about one half their actual value. A LOOK WILL
CONVINCE YOU.

E. LEWIS & SON

"The Underselling Store."

Millinery Specials

We can show you the largest as-
sortment of Ladies', Misses, and Chil-
dren's Trimmed and Ready-to-Wear
Hats in this city. Our styles are the
newest. Our prices the lowest. Get
the habit. Buy your hats here and
save money.

Ladies' and Misses' Ready-to-Wear Goods.

Ladies' Shirtwaists, nicely trimmed,
well made 75c value for 49c. Ladies'
Fancy Lingerie Shirtwaists from 69c
to \$1.50 worth \$1 to \$3.

The largest assortment of Ladies
and Children's Ready-to-Wear dresses,
at money saving prices.



Tenth District Matter

It is evident that the counties of
the Tenth District are awakening to
the crying need for better roads. A
synopsis of the acts of the last Leg-
islature bearing upon road improve-
ment indicates a live interest in these
matters. Sunday's issue of the News
and Observer was devoted largely to
extracts from the law—and comments
upon the same—relating to prospective
road improvement in many counties
of the State. Below will be found a
re-production of the reports from
counties of this congressional district:

Buncombe County.

There is a tax of 20 cents for
bridges and roads, and the 100 miles
of county roads are worked by con-
vict and free labor at present.

Act (H. B. 2203, S. B. 2012) to
regulate use of public roads of Black
Mountain township, in Buncombe
county, levying a tax on lumber com-
panies and providing revenue there-
for; lumber haulers to pay tax, etc.

Cherokee County.

Act (H. B. 1036, S. B. 1012) for the
improvement of roads in Cherokee
county. The act creates township
highway commissions for Nolichucky,
Creek, Beaverdam and Hothouse
townships. Authority is given to issue
bonds to ten per cent of tax valuation
in each township, provided such bond
issues are approved by a majority of
the qualified voters.

Act (H. B. 790, S. B. 666), creating
a highway commission for Murphy
township, in Cherokee county, com-
posed of M. L. Mauney and A. F. Cun-
ningham, to serve term of six years.

Clay County

"We in Clay county have not
thoroughly awakened to the good road
movement. Although in this county is
to be found as fertile soil and as
beautiful scenery as is to be found
anywhere. The county is rugged, the
roads are badly graded or not graded
at all. The people are rather slow
to make change or to fall in with the
movement for better roads.

Act (H. B. 1048, S. B. 749) pro-
viding for the working and mainte-
nance of the public roads in the coun-
ty of Clay.

For the past two years we have
had a road tax levy, though insuffi-
cient to accomplish much. We have
had no bond issue, and none is pro-
posed for public roads, but have an
election called to be held on May
15, to vote on bonds for a subscrip-
tion to be invested in a railroad into
this county. There, of course, have
been some improvements on our roads,
but not nearly so much as there should
be."

Graham County.

Act (H. B. 1065, S. B. 761) provid-
ing for the issuance of bonds by
Cheoah township, in Graham county,
for the construction and regrading
of public roads. A highway commis-
sion is created, with Jacob Randolph
and others as commissioners.

Haywood County.

Act (H. B. 791, S. B. 667) providing
for the building of bridges in Hay-
wood county. A special tax is author-
ized, the location for certain bridges is
set out, etc.

Act (H. B. 1722, S. B. 1497) to au-
thorize county commissioners of Hay-
wood county to refund the short time
county bonds of the county and im-
prove the public roads of the county.
A bond issue of \$35,000 is authorized.

Act (H. B. 1163, S. B. 1188) to
amend chapter 53, Acts 1911, provid-
ing that central highway may run
through Madison or Haywood coun-
ties. H. A. Lane, of Haywood coun-
ty, is added to the board of trustees.

There is a road and bridge special
tax levy of 17 cents at present in Hay-
wood county. But the new road leg-
islation enacted at the recent session
was needful and will have a beneficent

effect in its operation toward good
roads development.

Henderson County.

Act (H. B. 959, S. H. 910) to estab-
lish, maintain and improve the public
roads of Henderson county. The act
authorizes a county bond issue of
\$25,000. Township bond issues may
be authorized on petition of a major-
ity of the voters, etc.

The better condition and develop-
ment of much of the 500 miles of
roads in Henderson county are de-
pendent on the new road laws of local
application and the development of
good roads spirit is strong and grow-
ing in Henderson county.

Jackson County.

Act (H. B. 117, S. B. 1221) to pro-
vide good roads in Sylva, Dillsboro,
and Cullowhee townships of Jackson
county, and to issue \$50,000 by Sylva
township and \$30,000 each by Dills-
boro and Cullowhee townships. Law
may be extended to other townships
on petition of majority of the voters,
the limit being \$30,000 to any one
township authorized by petition.
Trustees of each township are pro-
vided for.

Macon County.

Act (H. B. 415, S. B. 247) providing
for the laying out and building of a
public road from a point on the road
leading from Highlands, N. C., to Dil-
lard, Ga., thence to Otto, in Macon
county, N. C. Road to be let by con-
tract, and 25 per cent of price to be
retained until road is completed and
formally received. The township of
Highlands, Flat and Smith's Bridge to
bear the expense of construction, sup-
plemented by county appropriation.

Act (H. B. 1216, S. B. 958) provid-
ing for the improvement of the public
roads in Franklin township, Macon
county, and providing for issuance of
bonds to meet the expenses. It creates
a highway commission, composed of
E. H. Franks, J. A. Porter, J. G. Siler,
Charles Teague, George Mashburn and
Charles Cabe (their successors to be
elected by popular vote), and author-
izes the commission to issue bonds up
to ten per cent of the assessed valua-
tion of property in the township, "if
authorized by a majority of the votes
cast at an election to be held on the
question.

McDowell County.

Act (H. B. 135, S. B. 187) amend-
ing Public Laws of 1911 (chap. 274)
relating to the roads of McDowell
county. It provides a tax rate to ex-
ceed 20 cents on property and 60 cents
on poll. All expenditures under su-
pervision of county commissioners
and all reports to be made to that
body. Road commission is provided
for. County commissioners may re-
move road commissioners on petition
of majority of voters. Two names
(Hugh A. Tate and J. H. Garner) are
added in the act to the road commis-
sion of Old Fort township.

Act (H. B. 1995, S. B. 1252) author-
izing through county commissioners
of McDowell county a bond issue of
\$20,000, for North Cove township, in
McDowell county, to be called on pe-
tition of twenty-five resident tax-pay-
ers. Road commissioners named.

Act (H. B. 1298, S. B. 1205) au-
thorizing county commissioners of Mc-
Dowell county to call an election to
vote on a bond issue to improve the
central highway of Old Fort town-
ship, in McDowell county, amount es-
timated being \$20,000, to be decided
by majority vote.

Act (H. B. 1991, S. B. 1088) author-
izing county commissioners of McDow-
ell county to issue bonds to improve
public roads in Nebo township. Amount
of issue \$10,000, to be voted on. Gov-
ernor to name highway commission, etc.
Act (H. B. 9192, S. B. 1087) author-
izing county board of commissioners
of McDowell county to order election
on issue of \$50,000 good roads bonds
for Marion township, Governor to ap-
point highway commission.

The new legislation for McDowell
was needful. At present the roads of
all the townships (except Marion,

which employs the convict system),
are worked by "free labor" under gen-
eral county supervision.

Polk County.

Act (H. B. 839, S. B. 809) provid-
ing for bond issue by Polk county for
improving the roads and bridges of
the county. Bonds aggregating not
over \$100,000 are provided for, on
petition of one-third of voters. Coun-
ty highway commission provided for
in case bonds are authorized.

Act (H. B. 334, S. B. 676) provid-
ing for the construction and maintenance
of certain bridges in the town of Lynn,
Polk county. The act places this duty
upon the county commissioners. It
also provides that the municipality
shall establish speed regulations.

Polk needs a speedy growth of good
roads sentiment to develop and better
maintain the 225 miles of public roads
in the county, now "worked by free
labor and taxation." The township
special tax levy proposition is a live
wire already, but many of our best
people are showing a disposition to
employ it.

Rutherford County.

Act (H. B. 1457, S. B. 871) to es-
tablish chain gang and facilitate the
working of public roads of Rutherford
county, and to repeal chapter 417 Acts
1911. Special tax of not over 30 cents
on property and 90 cents on poll to
be levied, etc.

Act (H. B. 1879, S. B. 1091) to au-
thorize commissioners of Rutherford
county to issue \$250,000 good roads
bonds, under terms provided, includ-
ing election by the voters of the coun-
ty.

Act (H. B. 1340, S. B. 1230) to al-
low the commissioners of Rutherford
county to levy a special tax for bridges
construction. Rate is not to exceed
20 cents for years of 1913 and 1914.

The 1,000 miles of public roads in
this county are worked by "free la-
bor" at present, under general super-
vision of the county commissioners.
A better system has set its cards to
working and is expected to win out—
not this year, may be, but ultimately
in the not sweet by and by.

Swain County.

County of Swain is also getting busy
and expects to show results in high-
way improvement in the near future.
Her citizens are becoming more pro-
gressive along all lines of industrial
endeavor all the time.

Transylvania County.

Act (H. B. 1294, S. B. 1038) to
amend chapter 113, Private Laws
1913, amending the charter of the
town of Brevard in Transylvania
county. Power is given the town to
improve the streets and sidewalks and
to assess one-half the cost on the
abutting lots.

Act (H. B. 1396, S. B. 1127) to al-
low the commissioners of the town of
Brevard, in Transylvania county to
issue bonds for improvement of streets
and sidewalks. The issue is limited to
\$25,000.

Act (H. B. 2156, S. B. 1507) to pro-
vide for construction through levy of
special tax, the public roads of 7
sylvania county, under control of
county commissioners.

Act (H. B. 1385, S. B. 1125) to pro-
vide for an election on township road
bonds in Transylvania county. Bond
issue provided, limited to ten per cent
of assessed valuation of property in
township and interest at five per cent.
Election is to be held on petition
one-half qualified voters.

Act (H. B. 391, S. B. 883) repealing
chapter 112, Acts 1911, and re-enacts
chapter 391. Acts 1909, relating to
working the public roads of Transyl-
vania county, so as to provide a bet-
ter system. The 1909 law is also
amended so as to make dates com-
formable, and, on petition of a ma-
jority of votes of any township
that effect the trustees of such town-
ship shall be selected by the popular
vote.

Seed Sweet Potatoe and Irish Pot-
atoes at Hunters' Pharmacy. 4-17-21c

ALL WE ASK !

TRY

WITCHITA'S

Best Flour Once

Made of the Famous RED TURKEY WHEAT

Every Bag Guaranteed to Please or Your Money Back.

Hendersonville Wholesale Grocery Company

Distributors

IMPROVEMENTS AT SPENCER.

Southern Railway Company Construct- ing Plant for Handling Live Stock.

Spencer, N. C., (Special).—To pro-
vide improved facilities for properly
handling the growing movement of live
stock to Eastern and Virginia markets
from the Southeastern state, the
Southern Railway is now completing a
modern plant for resting and feeding
stock on property adjoining the Spen-
cer yards.

The plant consists of 33 pens, 20 of
which are covered. All pens and al-
leys are paved with one foot of cinders
and are located on a gentle slope, pro-
viding natural drainage. Each pen is
cattle are unloaded at Spencer for feed
rack, and the entire plant is electric-
ally lighted. Nine pens are set apart
for cattle from the quarantined area
and are separated from the others by a
solid board wall ten feet high. As all
cattle are unloaded at Spencer for feed
and rest, this convenient plant will
prove an important facility for stock
growers.

The construction of this plant is in
line with the Southern Railway Com-
pany's policy of making every possible
effort to aid the live stock industry in
the territory along its lines, in accord-

ance with which it has provided special
train service for live stock from points
where sufficient business is offered and
through its Live Stock Department is
endeavoring to interest farmers, to dis-
seminate helpful information, and to
contribute in every proper manner to
the upbuilding of the industry.

Crippling A Mail Service Which Was Already Limping.

An autocratic order sent out from
Washington discontinues mail service
on train No. 30, running from the
south to the north serving a vast
southern territory. The order came
without warning and without the
least consideration of the service or
convenience accorded the people of
this section. It was said a pouch
service would be inaugurated on No.
30 from Greensboro north. That
means merely that the railway busi-
ness and mail of larger cities will be
handled. A pouch service under any
circumstances is nothing more than
a makeshift, a sort of return to primi-
val conditions. Under the new rul-
ing No. 30 will bring its mail cars
from the south and dump them off
here, to be picked up and continued
northward by No. 44 the following
morning and more than seven hours

later.
The order substantially takes from
Florida, Georgia, Alabama, North
Carolina and South Carolina the best
northern mail service which it has en-
joyed. It works a distinct hardship
on South Carolina and a large part
of North Carolina and serves only to
cripple an already limping mail ser-
vice. Under its working the govern-
ment mail service drops from a stage
of modest service to one which would
have been inadequate a decade ago.
It is not subject of complaint in prime-
val ages.—Greensboro News.

North Carolina Postmasters.

The following recommendations for
postmasters were sent to Postmaster
General Burleson recently:
Representative Webb, ninth district
—J. H. Weddington, at Charlotte.
Representative Gudgeon, tenth dis-
trict—D. J. Kerr, Canton; W. C. Hall,
Black Mountain; W. H. Stearns, Tryon
and Plato Rollins, Rutherfordton.
Representative Page, seventh—S. S.
Lockhart, Wadesboro; Robert B. Ter-
ry, Hamlet; S. Vance Scott, Sanford,
and Richard Bruston, Mt. Gilead.
Representative Doughton, eighth—J.
D. Bivins, Albemarle, and Virgil D.
Guire, Lenoir.